N 42 0/989-2

VFR TERMINAL AREA CHART

NEW ORLEANS

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to September 1989

30 *TH EDITION December 14, 1989*
Includes airspace amendments effective *November 16, 1989*
and all other aeronautical data received by October 19, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become ***OBSOLETE FOR USE IN NAVIGATION*** upon publication of the next edition scheduled for ***JUNE 28, 1990***

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

NEW ORLEANS TERMINAL CONTROL AREA

See back of this chart for procedural information within the Charlotte Terminal Control Area (TCA)

100 -- Ceiling of TCA in hundreds of feet MSL
80 -- Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BATON ROUGE METRO RYAN	RYAN	0600-2400	125.2	118.3 257.8	ASR
HOUMA-TERREBONNE	HOUMA	0600-2100 MON-FRI 0800-1800 SAT-SUN	120.25	125.3 346.3	
LAKEFRONT		0600-2400	124.9	119.9 257.8	
NAS NEW ORLEANS		0700-2300	276.2	123.8 340.2	ASR/PAR
NEW ORLEANS INTL	MOISANT		127.55	119.5 254.3	ASR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

NEW ORLEANS TCA	120.6 290.3 (V9-V240) 123.85 256.9 (V240-MSY 251) 125.5 284.7 (MSY 251-V9)
BATON ROUGE ARSA	126.5 278.3 EAST 120.3 278.3 WEST

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
A-381	GULF COAST	TO 2000	SR-SS	

10-19-89

C 55.416/11:

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT)=UTC.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

VFR TERMINAL AREA CHART
NEW ORLEANS

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

- (R) Private (Pvt) - Non-public use having emergency or landmark value.
- Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAT, etc. For complete airport information consult DOD FLIP.
- (H) Heliport - Selected
- (U) Unverified
- (⊗) Abandoned - paved, having landmark value.
- (F) Ultralight Flight Park Selected

Services - Fuel available (day and field tended during normal working hours depicted by use of ticks around basic airport symbol). Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special ——— Indicates Flight Service Station on field.
Traffic Area (See FAR 93). NAME (CT – 118.3 ●) FSS
ATIS 123.8
285 | 72 122.85 ← UNICOM
VFR Advsy 125.0
Airport of entry

FSS - Flight Service Station
CT - 118.3 - Control Tower (CT) - primary frequency
● - Star indicates operation part time. See tower frequencies tabulation for hours of operation.
Indicates Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting available on request, part-time lighting, or pilot-controlled lighting.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR/DME
- Non-Directional Radiobeacon
- Marine Radiobeacon

Example: POINT LOMA 382 (H+10) 0.6 – 6kts

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets, ADIZ, etc.

122.1R 122.8 122.6
OAKDALE
382 116.8 OAK
Underline indicates no voice on this freq
Square indicates TWEB, AWOS or HIWAS available at the NAVAID.
R - receive only
T - transmit only
122.1R
MIAMI
Controlling FSS

122.1R
CHICAGO CHI
Heavy line box indicates Flight Service Station (FSS). Freqs 123.2 342.0 and 253.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.
For Airport Advisory Service use FSS freq. 123.6
In Canada all available FSS frequencies are shown.
Frequencies above thin line box are remoted to NAVAID site. Other freqs at com-alling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.
CZ—Control Zone CZ - Extends upwards from the surface
CZ within which fixed-wing special VFR flight is prohibited
Class C or II CZ (Canada)
1A—Transition Area
The limits of controlled airspace are shown by hot boards (Vignette) and are color-coded in blue and magenta.
Floor 700 feet above surface
Floor 1200 feet above surface
2000 / 2000 MSL
Floors other than 700 feet or 1200 feet above surface
Prohibited, Restricted, Warning and Alert Area
MOA - Military Operations Area
Special Airport Traffic Areas
Special Air Traffic Rules (See F.A.R. Part 93 for details)
NAME (Magenta, Blue, or Black) Visual Check Point
Parachute Jumping Area - See Airport Facility Directory
Low Altitude Federal Airways are indicated by center line.
V 3 ←270°
Intersection - Arrows are directed towards facilities which establish intersection.
IFR Departure Routes
IFR Arrival Routes

TCA - Terminal Control Area / Canadian Terminal Control Area / Airspace
Mode C (See F.A.R. 91.24; AIM)
ARSA - Airport Radar Service Area
TRSA - Terminal Radar Service Area
National Security Area
MTR - Military Training Routes
IR21 / VR21

OBSTRUCTIONS

1000 ft and higher AGL
below 1000 ft AGL
Group Obstruction
Obstruction with obstruction lights. May operate part time
2049 (1149) – Elevation of the top above mean sea level
UC – Height above ground. Under construction or reported; position and elevation unverified
CAUTION: Guy wires may extend outward from structures.

MISCELLANEOUS

1°C – Isogonic Line (1985 VALUE)
Aerological Activity
Glider Operations
Hang Gliding Activity
Flashing Light
Marine Light

TOPOGRAPHIC INFORMATION

Roads
Road Markers
Railroad
Bridges And Viaducts
Power Transmission Lines
Catenary: Height greater than 200 ft
Aerial Cable
Lookout Tower: P-17 (Site Number) 618 (Elevation Base Of Tower)
CG Coa.t Guard Station
Race Track
Tank - water, oil or gas
Oil Well ● Water Well
Mines And Quarries
Mountain Pass 11823 (Elevation of Pass)
Outdoor Theater
Rocks
Shipwreck
Pier
Perennial Lake
Non-Perennial Lake
Dams

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▪ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all obstacles, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines (in latitude and longitude and rounded are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

VFR TERMINAL AREA CHART
NEW ORLEANS

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to September 1989

30TH EDITION December 14, 1989

Includes airspace amendments effective November 16, 1989 and all other aeronautical data received by October 19, 1989.

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for: JUNE 28, 1990

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

NEW ORLEANS TERMINAL CONTROL AREA

See back of this chart for procedural information within the Charlotte Terminal Control Area (TCA)

100 – Ceiling of TCA in hundreds of feet MSL
80 – Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining space, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies. all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BATON ROUGE METRO RYAN	RYAN	0600-2400	125.2	118.3 257.8	ASR
HOUMA TERREBONNE	HOUMA	0600-2100 MON-FRI 0800-1800 SAT-SUN	120.25	125.3 346.3	
LAKEFRONT		0600-2400	124.9	119.9 257.8	
NAS NEW ORLEANS		0700-2300	276.2	123.8 340.2	ASR-PAR
NEW ORLEANS INTL	MOISANT		127.55	119.5 254.3	ASR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

NEW ORLEANS TCA
120.6 290.3 (VOAD)
123.85 256.9 (V240 MSY 251)
125.5 284.7 (MSY 251.99)

BATON ROUGE ARSA
126.5 278.3 EAST
120.3 378.3 WEST

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. time is local. Contact nearest FSS for information.
*Other time by NOTAM - contact FSS

The word "TO" on altitude means "To and including"
FL - Flight Level
NO. A/G - No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
A-381	GULF COAST	TO 2000	SR-SS	

10-19-89

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT) – UTC.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

N 42 0/989-2

C 55.46/11:

CONTACT NEW ORLEANS APPROACH CONTROL ON 125.5 OR 264.7

CONTACT NEW ORLEANS APPROACH CONTROL ON 120.6 OR 290.3

CONTACT NEW ORLEANS APPROACH CONTROL ON 123.85 OR 256.9

Aircraft transiting the flyway overlying New Orleans Intl. Moisant Field between 1000' and 2000' MSL must obtain approval from Moisant Tower or New Orleans Approach Control.

CAUTION: Be prepared for loss of horizontal reference at low altitude over lake during hazy conditions and at night.

ALERT AREA A-381
HIGH VOLUME OF HELICOPTER AND SEAPLANE TRAFFIC

NEW ORLEANS TCA
20 NM.
15 NM.
10 NM.
7 NM.

NEW ORLEANS

NEW ORLEANS TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the New Orleans TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the New Orleans Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.